

WALLER BREAKS DOWN

AND MILLER RUSHES TO THE FRONT IN THE BIG GARDEN RACE.

Stephen and Riviere, the two Frenchmen, well up-Rice in riding with increasing confidence-Miller still persistent and popular-Several others have on flippers.

The monotonous pedalling of wheels continued at the Madison Square Garden yesterday, but there were so many changes in the standing of the riders that the six days' race afforded special interest. To see a number of weary riders go around a yellow board track, lap after lap, is not particularly edifying or instructive, but the fact that the end of every mile was liable to cause a breakdown on the part of some one of the contestants made things so uncertain that the crowd managed to keep pretty well awake, both after midnight yesterday and during the early morning hours.

Frank Waller, the speedy German, who jumped into the lead on Monday and kept up a terrific pace all night, was a probable winner in the estimation of the public critics who thought they knew something about the game. But the sharp who recalled the fact that in many previous races Waller, after fall sprinting during the first twenty-four hours, usually showed signs of weariness, were on the alert for a collapse. The fact that he had enjoyed but forty-three minutes of sleep up to 12 o'clock on Monday night was an indication of a falling of physical stamina.

When Waller got to the track, therefore, at 1 o'clock yesterday morning, he was about ready to drop then. But he received a good rest, and his trainers did their best to put him in proper condition to continue. Later he seemed to be himself again and began to roll off the laps in slightly easier fashion. By the start of the morning he was on his feet, and he was beginning to tell on him, and his face now wore an expression of exasperating pain. What with the black goggles to keep the glare out of his eyes and the long-visored cap that shaded his sombre features, Waller was anything but happy in appearance as he sat on his horse. Soon he called for refreshment, and when he called, his trainer, did not respond with alacrity. Waller proceeded to pour forth abuse that was a sure sign that he was growing irritable as to mind and temper. Not long after Waller caught sight of one of the many laps of the race as he wheeled around the Madison avenue curve.

"Say, you can't do me, and you know it!" he howled.

That was the signal for trepidation among his trainers and friends, for they knew that he was on the verge of a collapse. When Waller finally got off his horse and sat down in a hasty chair, he got out his watch.

"You people are trying to do me here, and I'm going to stop it. If you think I'm a fool, you're mistaken. You can't make a monkey of me. Not in a thousand."

Trainer Schmitt would not stand for such treatment. He quit Waller and left for the front. Miller, who was rapidly forging to the front, Waller, after that, was off and on the track at short intervals. He appeared to be all broken up, and his followers lost most of their hope.

Charles Miller, the flying Dutchman, who had worked his way into the lead during the night, took advantage of Waller's partial collapse and began pedalling in great style in the afternoon. He soon took the much-coveted lead, and soon increased his advantage so that his followers were wild with delight. Miller's make-up was power itself. His legs looked strong enough to stand the strain throughout the week without tiring. His face, however, was a little pale, but he was a little more powerful in build.

Miller's more powerful build, he is a strong man in the fullest sense of the word, and his riding denotes blood tenacity to the fullest degree. Riviere, who was in the lead, was in the lead in the morning, and at his best he can reach a pretty lively pace. He has been well handled and his race is very young.

Joe Rice, the Wilkesbarre boy, showed so much improvement during the day and night that his friends began to think that he was "rooters" began to realize that he still had a good chance to land the money. His trainer, Mike Murphy, who has been working hard to make him follow instructions, but Joe has been so much improved that he has been able to take the race from the start and probably by this time would have been in the lead.

With Waller, Murphy, however, impressed upon the Wilkesbarre boy's mind that the race would be long and hard, and that he must never let himself down during the first two or three laps, and that he must keep his head and his feet along to the end.

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POISONING STORY PROBED.

TROTTERING TURF COURT INVESTIGATES THE ELISE S. AFFAIR.

E. H. Harriman, owner of the Trotting Turf, asks the Board of Review to decide whether Elise S. was administered poison.

The Board of Review of the National Trotting Association met yesterday at the Murray Hill Hotel for its annual session, and from 10 o'clock in the morning until 7 o'clock in the evening listened to disputes and differences among turfmen growing out of the harness racing season just ended. Major F. P. Johnston of Kentucky, president of the association, presided. The members present were Vice-President David Bonner of this city, Col. William Edwards, President of the Cleveland Driving Park Association; Frank S. Gordon of Chicago, Treasurer of the American Trotting Register Association; F. Bower of Philadelphia, former President of the Belmont Park Club, and Charles Dana Palmer, ex-Mayor of Lowell. Secretary W. H. Gocher was on hand with a docket which promises to keep the board busy during the remainder of the week.

Two of the most novel cases ever presented to the board came up for review early in the day. One of them related to the alleged poisoning of E. H. Harriman's baby trotter Elise S., by Stamboul, at the Goshen track last August, and the testimony introduced brought out a singular state of affairs. Horsemen will remember that Elise S. went through the Grand Circuit, and culled last summer, starting at Middletown, Port Jervis and Goshen in the Arden Farms stakes for two-year-olds and winning every race. In the fourth heat of her race at Goshen on Aug. 23 she trotted to a record of 2:24. The filly showed much speed, that it was believed she could win the \$7,500 sweepstakes race, in which she was to start three days later, against Marcus Daly's Limerick and J. Malcolm Forbes's Novadale, on the same track. Elise S. became ill the night after her first race at Goshen, and a veterinarian said that the trouble was muscular weakness resulting from too much exercise. She recovered sufficiently to start in the \$7,500 race on Aug. 28, but she was not in good form and played no part in the contest.

A short time after the race one of the Orange county newspapers printed a sensational story stating that Elise S. had been poisoned by Stamboul, nine days before starting in the big sweepstakes. Owing to the prominence of the parties interested and the amount of money involved in the race, this story created a commotion in the horse world, but few turfmen believed it to be founded on fact. Mr. Harriman, who is the owner of the Goshen Driving Park and the owner of Elise S., was much annoyed when the report got abroad and he caused the matter to be brought before the Board of Review for investigation.

Such was the truth of the matter, although the author of the report, James A. Landry, a newspaper man of Goshen, who first gave publicity to the story, told the board that he had learned the facts from Ira Ryerson, who at that time trained and drove Elise S. for Mr. Harriman. Mr. Ryerson, however, who is a well-known horseman and a veterinarian, said that the trouble was muscular weakness resulting from too much exercise. She recovered sufficiently to start in the \$7,500 race on Aug. 28, but she was not in good form and played no part in the contest.

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THE POPE MANUFACTURING CO.

of Hartford, Conn., Makers of

The Columbia Chainless Bicycle,

desirous of securing for the New York Home of the World's Best Bicycle the foremost Retail

Store of the Metropolis, AND

being equally desirous of offering its patrons the very best wheels that human ingenuity has yet

produced, have mutually arranged that during the season of 1898 Columbias, Hartfords and Vedettes, the three famous wheels made by the Pope Mfg. Co., shall be on sale in New York

AT THE BIG STORE

and at no other Dry Goods or General Store in Greater New York.

1898 PRICES.

Models 50 and 51, Columbia Chainless, \$125

" 47 " 48, Columbia Tandems, 125

" 45, 46 and 49, Columbias, 75

Patterns 7 and 8, Hartfords, 50

" 9 " 10, Hartfords, 45

" 15 " 16, Vedettes, 40

" 17 " 18, Vedettes, 35

into the treasury, while \$2,175 is due from eighty-seven others, who failed to resign or pay up. For stall rent the club received \$1,000, and for the rent of sheds occupied by horses belonging to members \$575 additional. The Grand Circuit meeting resulted in a net profit of \$8,000, according to the Treasurer's report, the club lost \$143, and on the July meeting \$132.

Appended to the Treasurer's report is a statement from the Secretary concerning the lease of the track for the year fixed at \$2,500, the rental for the grounds were not interfered with by the lease, and the club was able to continue its operations. The lease was voidable at the option of the lessee. As the city authorities tore down one of the sheds, the club was forced to move its horses and began to grade new streets, the club abandoned the property after the Grand Circuit meeting, turning the management of track and clubhouse over to John Monaghan, who gave the last trotting m-eeting there.

Turf Congress Discusses the Fimlico Case. CINCINNATI, Dec. 7.—There was a meeting of the Committee on Appeals of the Western Turf Congress here today to consider the question of the Fimlico case, which was brought before the association by a view to dividing it. The following formal statement was given out by Secretary Hopper:

"The meeting was informal and advisory, and a friendly telegram was sent to Mr. Belmont of the Jockey Club about accommodating the situation. The meeting was held at the Jockey Club, and a response was received indicating that the Jockey Club had always desired to cooperate with the Turf Congress, and expressing a willingness to agree on the subject of winter racing, but reminding the Turf Congress that the association by it of a former agreement would be a breach of the contract. The exchange of telegrams was satisfactory to all the gentlemen present, and the outcome promises full accord in the future."

An officer of the Turf Congress stated tonight to the Jockey Club that the Fimlico situation was a friendly way some time in the future. The Jockey Club had expressed a willingness to accommodate the Turf Congress, and the exchange of telegrams was satisfactory to all the gentlemen present, and the outcome promises full accord in the future."

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